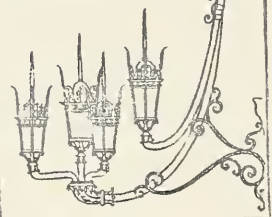


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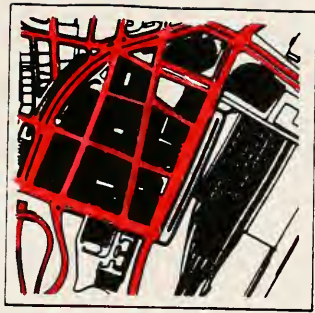
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# LEATHER DISTRICT STUDY



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## LEATHER DISTRICT PLAN

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# I. INTRODUCTION

## A. Executive Summary



## II. FRAMEWORK FOR THE PLAN

### A. Historic Overview

Prior to the landfill activities of the nineteenth century, the Leather District was located in what was once the South Cove. The Boston coastline was lined with wharves, and by 1814 the wharves extended from the end of Essex Street, around Windmill Point, to Beach and Kneeland Streets.

By the 1830s the South Cove had become a thriving commercial waterfront centered around the wharves and the distilling industry. The South Cove area became a prime location for new commercial development. Proximity to the business district, Fort Point Channel and Boston Harbor were contributing factors.

In 1833 the South Cove Corporation was given a charter to fill in the Cove and provide a terminal for the Boston and Worcester Railroad. By 1839 the filling was complete, resulting in the addition of seventy-seven acres of land (including the area of present day Chinatown) and a railroad terminal to the city. In 1832, the largest hotel in the country - the United States Hotel, designed by William Washburn, was constructed (located partially on the site of today's Lincoln Street Garage) to accommodate the city's railroad passengers.

The planned commercial expansion of the area was prevented by the financial crash of 1837-38. This difficult fiscal situation caused a reluctance among commercial firms to locate in an uncertain area; furthermore the economic advantages of locating adjacent to a railroad facility were as yet unproven. As a result, in the 1840s and the 1850s the South Cove developed into a mixed-use area with residential and related commercial uses, based upon a need for low cost housing to accommodate the steady stream of immigrants entering Boston.



Due to the pressing need for housing, owners were assured of a return on their investment for the production of new housing. Historic photographs reveal that the area's architectural inclinations were similar to several houses still standing in the adjacent Chinatown area: Greek Revival vernacular style red brick row houses with pitched roofs.

As far back as Colonial Boston, the boot and shoe industry was one of the state's leading industries. Boston was the marketing center for the shoe and leather industry from the early 19th century, with sales from Boston wholesale houses totalling over \$1 million in 1828. Buyers came to Boston to purchase supplies, and by 1830 large manufacturers opened offices and stores in Boston. Soon the majority of the leading merchants had established businesses in town. The American House on Hanover Street was the headquarters for the trade, with its business center located at the North and South Markets, Fulton, Blackstone, and Shoe and Leather Streets.

By 1849 the trade moved south to Pearl Street, which was then principally occupied by wholesale dry goods houses. Within a short time, this area became the leather industry's new center, and blocks of houses on High Street were demolished to allow for the construction of warehouses. By 1860, New England was producing 80% of the shoes for domestic trade.

The great fire of November 10, 1872 which destroyed Boston's Central Business District had devastated the physical center of the shoe and leather industry. The majority of the wholesale shoe and leather houses were burned, with the exception of several on Hanover Street; as many as 229 wholesale shoe dealers,



189 leather concerns, and approximately 100 firms in related businesses were destroyed. The warehouses were stocked with winter goods at the time of the fire, and the loss in goods and machinery was over \$12 million. The fire destroyed nearly all of the finished leather for the Eastern states, resulting in a price increase for hides and leather throughout the country.

After the fire, the district was rebuilt, and for several years the trade remained in its original location. It then gradually shifted toward Summer Street near Church Green when the New England Shoe and Leather Dealer Association (incorporated in 1871) occupied new quarters in the Church Green Building. By 1880 the trade dominated the area now known as the Leather District.

The leather industry continued well into the 20th century, prospering in its downtown location. In 1929 the leather trade ranked fourth in total value of the city's products, following printing and publishing, women's clothing, laundry and machine shop products. The district was an important component in Boston's economy, serving as the center for the New England shoe manufacturing industry with over 100,000 pairs of shoes produced each year.

The end of World War II marked a decline in the leather industry followed by a high vacancy rate in the district through the 1960s. Although the Leather District declined in this period, the architecture remained intact. The sturdy joist and beam construction of the warehouses served to preserve them in spite of years of neglect. The isolation imposed by the surface artery undoubtedly saved the district from the redevelopment activities of the 1960s.





During the 1970s the Leather District was discovered by artists and photographers in search of inexpensive space. Rentals were as low as \$.50 per square foot and entire floors could be purchased for \$50,000. The large well-lit spaces were well suited to the needs of the artists who lived and worked there and the area began to enjoy a revitalization which has extended into the present. The changing fortunes of the district resulted in rising rents causing many artists to leave the district.

In 1984 One Financial Center crossed the Artery bringing large law and accounting firms to the district. The confidence this event fostered attracted smaller businesses, designers and architects, art galleries and restaurants to the district. The opening of 745 Atlantic Avenue, an eleven story brick building sympathetic to the surrounding architecture, has brought additional commercial activity to the district. The remaining artists and residents living in the Leather District contribute to the district's diversity of population as well as uses.

While the Leather District today appears much as it did a half century ago, the conversion of many buildings to accommodate new uses has gradually transformed the image and character of the district. The new vitality and economic growth are appropriate to a commercial district directly associated with the industrial development of Boston and New England.



**B. Context**

The Boston Leather District is located in the southern most portion of Boston's Central Business District. The nine block area is physically bounded by the Massachusetts Turnpike ramps to the south, South Station lies to the southeast and the Surface Central Artery to the west and north. These boundaries have isolated the district from the Financial District and Chinatown, the closest downtown districts. It's central location and mixed use character does, however, serve as a transition from the office uses which dominate the adjacent Financial District to the residential and commercial character of Chinatown across the Surface Artery. It also provides a physical shift in scale, mediating between the high-rise office buildings of the downtown and the low-rise historic buildings of Chinatown.

The future will see the physical barriers, long a factor in the preservation of the Leather District, removed. While the opportunity ~~will~~ exists for stronger neighborhood connections, the issues facing the other districts will come to have a potentially significant impact on the future growth of the Leather District.



## Chinatown

- o Preserve ethnic character of community
- o Wide range of uses not all compatible with family character
- o Tripled in population 1950-1987
- o Lost 1/2 its land to new roads and medical institutions
- o Streets major city thorough forces
- o Affordable housing on all rights over Turnpike South End
  - growth should be encouraged into nearby areas as Washington Street  
Bedford Essex Corridor
  - connections to other neighborhoods
  - Gateway

## Financial District

- o Limited development sites
- o Parking
- o Pedestrian connections

## Gateway Site

- o Future-east of Southeast Expressway through the Central Artery/Third Harbor Tunnel
- o Targeted by Chinatown for:
  - Affordable housing
  - Open space
  - Industries that will support the diversification of the Chinatown economy of work force
  - Community controlled developments
  - Uses that will complement core C.town are to be the west of the Expressway

## South Station

- o New development
- o "New Economy"
- o Office
- o Parking
- o Hotel
- o Pedestrian connections





## A. Urban Design and Development

## a. LEATHER DISTRICT - URBAN DESIGN OBJECTIVES

Draft 12/11/89

One of the main urban design objectives is to retain and enhance the historic architectural character of the Leather District. The following are ways of achieving this:

- Retain, through restoration and rehabilitation, the historic warehouse buildings, and other buildings within the district which contribute to its character.
- <sup>Use A</sup> Consistent streetscape language ~~used~~ throughout the Leather District ~~would also~~ <sup>to</sup> emphasize ~~the~~ its unique quality as a well preserved historical district.
- Ensure that any new development or rooftop additions in the area contribute to the existing historic character of the district; limit growth so that it is consistent with existing buildings.
  - Limit building heights so that they are in keeping with existing buildings; As of Right, 80'/FAR 6; Enhanced, 100'/FAR 7
  - Enforce design guidelines for new development to ensure preservation and enhancement of the district; design guidelines are to be followed for development parcels, infill development and rooftop additions. Presently, there are two development parcels to be considered, the Lincoln Street Garage Site and the surface parking lot on Essex Street. There are no other empty sites within the Leather District, however there are several sites where existing buildings do not contribute to the architectural quality of the district.
- Emphasize the unique character of the district by allowing adjacent districts to differ architecturally, while still maintaining sensitivity towards the scale of the urban form. Issues that are key to this are the block sizes of adjacent new development, its height and sense of street wall.

The other key urban design objective is to reconnect the Leather District with its surrounding area. The following are ways of achieving this:

- Create a more continuous pedestrian environment between the Leather District and its neighbors. These neighbors are:
  - Chinatown, across the Surface Artery
  - Financial District, across Dewey Square



- South Station Redevelopment, across Atlantic Avenue
  - Gateway Parcel Development, across Kneeland Street;
- Any new development or open space on the edge or adjacent to the Leather District should reinforce views into the surrounding districts. Important views are:
- The Financial District, looking across Dewey Square
  - The Chinatown Gateway, looking down Beach Street
  - The South Station Redevelopment Project, looking down Essex, East, Beach and Kneeland Streets.
  - The Gateway Parcel Redevelopment, looking down Lincoln and South Streets.
- Any redevelopment adjacent to the Leather District should help to alleviate a sense of isolation from the rest of the area. New open space developed on the edge of the district should extend to and be an integral part of the existing open space network. Specific areas of concern are:
- Gateway Parcel Redevelopment on opposite side of Kneeland Street
  - New development of Chinatown Edge across the Surface Artery
  - South Station Redevelopment across Atlantic Avenue
  - Dewey Square

While intent on retaining and enhancing the historic architectural character of the Leather District, it is important to reinforce and encourage the renovation and reuse of the buildings within the district. A vital element within this district is the wide variety of land-uses. This mix of office, retail and residential uses should continue as new development reinforces this dynamic district.



## Leather District - Urban Design Issues

- o Preservation and respect of existing historic character of the district.
- o Treatment of the edges of the district should be sensitive. Intent is to strengthen weak points along the districts edge.
- o The isolation, or rift, from adjacent districts should be mended. This would provide a better, more continuous pedestrian environment, both for residential and commercial uses. Important views from within the district, towards adjacent districts, are important and can be reinforced by stronger connections, both pedestrian and vehicular.
- o New development adjacent to the leather district should be sensitive to the historic district, yet this does not mean that the new development should mimic the older buildings. It will be compatible to the leather district's scale and massing. The leather district's character is consistent, as well as being unique to that district. The intent is to emphasize the historic district, not to extend it so that it's boundaries are not perceived.
- o Allow new uses such as office, commercial art galleries, and residential uses, while allowing for the continued presence of light industry such as printing, graphics and leather businesses that have historically been located in this area. A key issue here is the juxtaposition of light industry with neighborhood and commercial uses. A look at similar situations in Soho and Toronto is useful.



- The existing quality of the Leather District is one of a very strong street wall of moderate height buildings which leave a significant amount of sky exposure from the public street level. In most cases, rooftop additions should be completely setback from public view.
- Additions above 80' in height will be setback from public view would preserve the existing cornice lines and massing, but could be of a new material, since they are not seen from a public way.
- Do not alter or build on top of historic buildings (most Category I and II buildings), especially ones that reinforce a row with a consistent roofline or roof type on a street/block.
- In several cases where appropriate and with BRA design review, an addition with no setback may be added up to 80' in height. This would be a vertical extension to the facade which would reinforce the street wall. In this case, there would be a change in the material at the top floor or two, the windows, and an additional cornice line would be expressed. The existing cornice line should be retained. This approach would need to be supported by, and reflective of similar cases already existing in the Leather District.
- With all rooftop additions, direct and oblique views will be taken into consideration, especially when it is a vertical extension of the facade, as discussed above. In this case, the new addition should not overpower the existing architecture in the district. It should be thought of as a cap, or top to the building. When creating a vertical extension to an existing facade, up to the 80' height limit, it is important to understand:
  - Composition of the base/middle/top of a building; the addition becomes a new cap. Depending on the building height, it may incorporate the old one. The new addition should not strip existing parapet/cornice detailing, but instead incorporate this into the new design.
  - Existing visual rhythms and proportional systems should be incorporated in the addition.
  - Appropriate solid/void ratios should be used which complement the existing building.





- In the case of a vertical extension to the facade, the height of the addition would depend on the average height of the cornice lines within the block and the proportions of the existing building. The average height of the block would be determined either by the all existing buildings in the block, or by just the existing buildings to remain after new development. This would be determined in the BRA Design Review Process. Incorporate roof elements that highlight the architectural style of the building, such as cornices, balustrades, and fascia trim. Consider how the building facade meets the sky as seen from the street, neighboring buildings, and open space.



## b. Leather District - Development Issues

The Leather District, located just south of the Financial District, is undergoing major change. Historically this area was primarily manufacturing and warehousing, many buildings have been converted to office use which complement the large office towers in the vicinity. In 1986, while the total square footage for the leather district was about 3 million square feet, 75% of this was office space. Projections for future growth are a 16% increase in square footage for the area, a substantial part of this growth would be office space.

As stated above, the Leather District complements the Financial District very well. "The Leather District has been host to \$52.4 million in all types of development over the 1986-1988 period. One new construction project, Trammell Crow's 745 Atlantic Avenue is responsible for half of the construction dollars with a cost of \$25 million dollars for a 157,723 square foot office building. Two projects have added floors to buildings; 114-122 South Street added two stories at a cost of \$350,000, while 137-139 South Street added one floor at a cost of \$450,000. There were three adaptive reuse projects in the district; the MBTA converted the South Station Headhouse into 73,360 sf of private leasable office space at a cost of \$12.5 million, Hamilton Realty converted the Essex Hotel at 695 Atlantic Avenue into 143,800 sf of office space for \$10.8 million, and 166-168 Lincoln Street was converted from a showroom to office space for \$342,000. There was one renovation of 100,250 sf of office space in the Pilgrim Building at 210 South Street which cost \$3 million." (Mark Johnson, Research Department)

The Leather District is a well preserved historic district, and because of this, much of the development opportunities will be within the realm of adaptive reuse or rooftop additions. There are several sites within the district which are underutilized at present, the Lincoln Street Garage and the open lot behind the Essex Hotel. These will be developed in a character which is in keeping with that of the historic district, especially since these sites are within the physical boundaries of the district.



- Strong street wall, no set backs, block parcels to be clearly delineated, materials should contribute to the sense of a strong street wall and be sensitive to the existing architecture in the district.
- The base of the building is to be emphasized, and often the case is to delineate the second level also. The entrance should be recessed and store front windows should be used on the ground level as much as possible.
- The top of the building should be emphasized by heavy cornice lines and/or a change in material and windows at the upper most levels. A variation of cornice heights from one building to the next is common.
- The fenestration, detailing and trim should express the richness and texture of the existing architecture. Horizontal trim lines on the facade are very important on the existing buildings and should be taken into consideration in any new development. The degree of historic reference to the existing architecture of the area would depend on the amount of the street frontage that the new development covers. A development parcel and/or the rehabilitation of an existing building up to 80' in height which covers a maximum of one-fifth of the street frontage for a block could utilize a more contemporary expression. In this case, the project would be subject to BRA Design Review under Article 31. However, corner or major infill sites, those over one-fifth of the block frontage, should respond to the prevailing historic bay scale and proportional systems of the district.





### C. Leather District - Land Use

While historically the Leather District was primarily manufacturing and warehousing, by 1986 the land use within this district was substantially office. The land use breakdown in the Leather District for 1986 was 76% of office, 16% of industrial, 6% of retail and 2% of residential uses. Future projections show an increase in office and retail space, a decline in industrial space, and no change in the amount of residential use in the district.

- o Allow new uses such as office, commercial art galleries, and residential uses, while allowing for the continued presence of light industry such as printing, graphics and leather businesses that have historically been located in this area. A key issue here is the juxtaposition of light industry with neighborhood and commercial uses. A look at similar situations in Soho and Toronto is useful.

*— lead to  
Principle Issues  
of Zoning*



## B. Historic Preservation

The Leather District is one of Boston's most intact and homogeneous collections of 19th century commercial architecture. The Leather District buildings were constructed primarily during the 1880s and 1890s. The close succession of their construction largely accounts for their consistent 19th century fabric and stylistic integrity. The district is characterized by red brick structures with flat roofs, with a uniform street wall plane, featuring continuous floor levels, band courses and cornice lines, and brownstone ornamentation. The buildings constructed around the turn of the century were generally of a lighter color brick, which is characteristic of the then popular Classical Revival style.

The commercial development and reconstruction of Boston's Leather District after the fire of 1872 was concurrent with similar architectural events in New York and Chicago. However, Boston developed stringent new building codes as a result of the fire which prevented the creation of comparable stylistic and architectural trends. Boston's concern for fire safety seems to have led to design solutions that utilized mill-type construction and precluded the incorporation of the structural innovations that characterized Chicago's reconstruction after its fire. Building heights were restricted in relation to street widths, while party and fire wall regulations limited roof and structured forms.

The area's consistent architectural quality suggests that there was clearly an interest in achieving a district with a distinctive architectural expression. As a result, many owners retained architects to design the new buildings rather than hiring contractors who might be expected to erect structures of a more utilitarian nature. The influences of major Boston architectural firms, mainly



H.H. Richardson and Peabody and Sterns, is consistently evident. However, it was the requirements for efficient and economical manufacturing that dictated the predominant design schemes. The leather industry and related wholesalers required space for display, offices, work areas for warehousing and manufacturing. Thus a street floor was designed with huge display windows set in sturdy cast iron piers and or columns. Often, a high basement with windows was placed below these to allow for additional display.

Corner entrances, when possible, permitted multi-directional access and less use of valuable floor space. The second floor was also given prominent windows with decorative stone or brick frames to identify the director's offices. The next ~~3-4~~<sup>THREE TO FOUR</sup> floors were devoted to job work, production, or warehousing and had a small honeycomb of uniformly arranged plain windows. The attic level (storage) was differentiated by a row of numerous small windows.

The heart of the district can be seen at South Street, between East, Tufts and Beach Streets, a block that was constructed primarily between 1883-88, and which retains the highest degree of architectural integrity. The east side of South Street was developed first; the double building at Number 102-113 is of particular note being the only structure in the district in the decorative Queen Anne style. South Street's west side is Richardsonian in style, and was initially developed by J. Franklin Faxon. Particularly significant in this group are 141-15<sup>7</sup> South Street, a Richardsonian Romanesque style building that serves as an anchor for this harmonious block of late nineteenth century buildings, the narrow building at Number 121-123 with its distinctive monumental round arch, and the Beebe



Building at Number 127-131. Faxon also developed the 103 Lincoln Street building in the district, in addition to his many development projects throughout Boston.

Several larger scaled nineteenth century structures are located within the district. Among these are the Lincoln Building at 66-86 Lincoln Street, a Second Renaissance Revival style building by William T. Sears dating from 1894. This structure is actually the second commercial building on the site, with the first having been destroyed in a fire in 1888. Sears is perhaps best known for his partnership with Charles A. Cummings, a partnership that produced several landmark buildings in Boston. The building's first occupant was the Commonwealth Shoe and Leather Company, the originators of the famous "Bostonian" shoe. Another notable building is the Classical Revival/Beau Arts style 77-99 South Street, designed in 1899 by the prominent firm of Winslow, Wetherell and Bigelow. This building is particularly distinctive for its steel framing, one of only three such structures in the Leather District designed prior to 1900.

An outstanding building in the district is the 1899 Beaux Arts style Albany Building at 2-32 Albany Street. The Albany Building was one of the last major buildings to be erected in the district, and as such utilizes modern steel frame construction techniques. It was designed by Peabody and Stearns, a significant Boston architectural firm of the late 19th century. The building construction was by the Norcross Brothers who also were contractors for several of Richardson's buildings.





The Albany Building was the location of the United Shoe Machinery Company from 1901-1929. Formed in 1899 as a consolidation of three major shoe manufacturing companies, United Shoe controlled 98% of the shoe manufacturing business by 1910. Another original occupant of the Albany Building was the Frank W. Whitcher Company which was one of the oldest manufacturers of shoe leather findings in the country. The company was founded by John Tillson whose first shop was located at 8 Hanover Street in 1826.

In 1899 the Beaux Arts style Essex Hotel at 687-695 Atlantic Avenue was designed by Arthur Bowditch. The Essex was one of Boston's more prominent hotels built to serve the numerous passengers from the newly-created South Union Terminal (South Station).

During the first twenty years of the twentieth century, several buildings constructed in the Leather District utilized the steel frame construction technique that was in Vogue, although their facades continued to reflect traditional classical influences. The Pilgrim Building at 204-216 South Street designed by Monks and Johnson in 1919 is an excellent example of such a structure.

- o Discuss preservation goals.



### **C. Housing and Neighborhood Opportunities**

In recent years the Leather District has become home to numerous artists and photographers who were originally attracted to the area's vacant loft spaces for use as both housing and studio space. The area has since been transformed from that of a warehouse district to a mixed use district, attracting commercial art galleries, retail, restaurants and offices.

The policy goals for housing in the district are to:

- o provide new zoning regulations which reinforce the area's unique mixed-use status, to allow the continuance of residential uses in the district, while ensuring that the traditional light industrial uses, such as printing services, are not displaced.

### **D. Transportation and Access**

The Leather District is well served by public transportation and is easily accessible by car due to its proximity to both the Massachusetts Turnpike and Southeast Expressway. The district is located adjacent to South Station, with easy access to the MBTA Red Line, the suburban commuter rail lines, as well as the Amtrak Northeast Corridor line.

Additionally, the district has several existing parking facilities and access to parking facilities in the adjacent areas. There are currently 3,515 existing parking spaces available in the area, with a projected increase of 1,200 additional spaces from potential development projects, to reach a total of 4,715 spaces.



## Transportation and Access

The street pattern in the Leather District is a one-way system. This was developed in an attempt to eliminate thru traffic and ease congestion from on-street loading procedures. The location of the Leather District is ideal for access to Boston's regional highway system. This system comes downtown by way of the Central Artery, which connects the north and south highways. These are the Southeast Expressway, which services the south shore, and Interstate Route 93 and US Route 1 which service the northern suburbs. The Central Artery is also key in linking the Leather District with Storrow Drive, providing service to the north and northwest of the city. The Massachusetts Turnpike Extension, adjacent to the district, provides service to the western suburbs. Convenient access from the Leather District to the regional highway system is often blocked by congestion at ramp intersections located at Kneeland Street and Dewey Square. (verify) Arterial streets bound the Leather District, but do not run through this relatively small area. These streets are Essex Street, the Surface Artery, Kneeland Street, and Atlantic Avenue. One reason why the Leather District seems isolated from adjacent districts is because of these major roadways which create barriers at its boundaries. Although heavy thru traffic is kept to the outside of the district, congestion of local streets is still present due to on-street loading procedures at warehouse buildings on Atlantic and South Streets. Trucks are not only double parking for loading purposes, but also park perpendicular to the building, leaving traffic seriously constricted as a consequence.

New infrastructure improvements anticipated for the future will have significant influence on the Leather District. The redesign and depression of the Central Artery, and subsequently the redesign of the Surface Artery, will have a positive impact on the district. The Third Harbor Tunnel Project, and the relocation of ramps in relation to the Massachusetts Turnpike and the Central Artery, will have a large impact on the district because of its close proximity. Another project which impacts the Leather District is the future new development of South Station. While the existing condition is a terminus point for express buses on Atlantic Avenue, the future plan is for a parking garage/bus terminal. (Status-New Essex St.?)

Parking is very limited within the Leather District, and like most districts, the parking demand is greater than the supply. There are two parking facilities located within the district. The Lincoln Street Garage is a parking structure which accommodates 350 cars. The other facility is a lot used for surface parking. The lot is bordered by Essex, East and South Streets and accommodates 68 cars. (new bldg. on corner of Atlantic and Beach, pkg. component?) There is also on-street parking available within the district, some of which is restricted to Leather District Permits only. Parking is a primary concern to both residents and businessmen in the district. Short term on-street parking is essential for retail and commercial uses in the district, while off-street parking could be used for long term uses.



Public transportation serves the Leather District by way of the MBTA's Red Line at South Station. Also South Station provides commuter rail service to southern and western suburbs, and a terminus point for express and local bus routes.

Policy goals

- o mitigate adverse impacts of future infrastructure improvements and new development on the Leather District; thru traffic will remain to the outside of the district, but clear connections to adjacent districts are important; provide improved access from the Leather District to the regional highway system
- o traffic problems in the district are magnified by on-street loading procedures; a carefully balanced landuse plan will improve this situation
- o study existing parking conditions and project future parking needs; study user group of existing available parking





## E. Leather District - Open Space/Public Space

- Open space initiatives are unnecessary, and even inappropriate for the dense urban historical fabric of the leather district. Yet because of the small size of the district, open space initiatives on its edges can be very effective. A main focus for the Open Space Plan in the leather district is the open space opportunities adjacent to the district. The following districts directly effect the Leather District.
  - Dewey Square/ Central Artery
  - Chinatown/ Surface Artery
  - Highway Spaghetti, Proposed open space
  - South Station/ Atlantic Avenue
- Any streetscape improvements should accentuate views to adjacent districts and encourage pedestrian travel. Streetscape improvements focus on signage, lighting, sidewalk paving and street furniture.
- Programming of the district's adjacent open spaces should accommodate the diverse user population of the area, which ranges from Chinatown residents to Downtown office workers.
- Create and enhance open space to facilitate access to and from the leather district. Eliminate physical and visual barriers.
- Ensure that new open space adjacent to the leather district reconnects the district with the existing downtown network of open space and the public realm.



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#### IV. ACHIEVING THE PLAN

- A. Zoning
- B. Implementation



## VI. APPENDICES

- A. **Historic Building Inventory**
- B. **Current Development Proposals**





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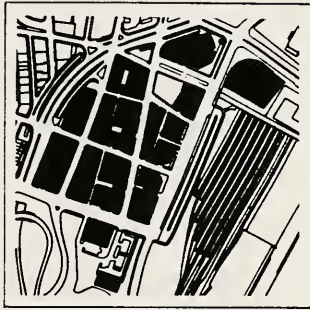
MAPS



## LEATHER DISTRICT STUDY







## LEATHER DISTRICT STUDY



**SPECIAL STUDY AREA BACKGROUND DATA AND GRAPHICS**

1. DISTRICT BASE MAP
2. STUDY AREA BOUNDARIES
3. GENERAL CONTEXT
4. AXONOMETRIC
5. FIGURE GROUND PLAN
6. STREET PATTERN
7. BOSTON LANDMARKS COMMISSION BUILDING RATINGS
8. NATIONAL REGISTER INDIVIDUAL LISTINGS AND DISTRICTS
9. PARKING
10. TRANSPORTATION/ACCESS
  - VEHICULAR CIRCULATION
  - TRAFFIC COUNTS
  - PEDESTRIAN COUNTS
11. LAND USE GROUND FLOOR
12. LAND USE UPPER FLOORS
13. EXISTING ZONING
14. POTENTIAL DEVELOPMENT SITES
15. OPEN SPACE
16. BUILDING HEIGHTS
17. POINT ELEVATIONS/TOPOGRAPHIC INFORMATION
18. HISTORIC MAPS
19. SELECTED HISTORIC PHOTOS
20. BLC'S HISTORIC BUILDING RATING LIST (CATEGORY I-VI)
21. STREETScape PHOTOS OF PROBLEMS AND OPPORTUNITIES (PRINTS)
22. COMMUNITY GROUPS LIST
23. LOGO/TITLE BLOCK FOR PRESENTATION BOARDS AND PLAN DOCUMENT



- 24. HOUSING STATISTICS FOR DISTRICT
- 25. ECONOMIC STATISTICAL DATA FOR DISTRICT

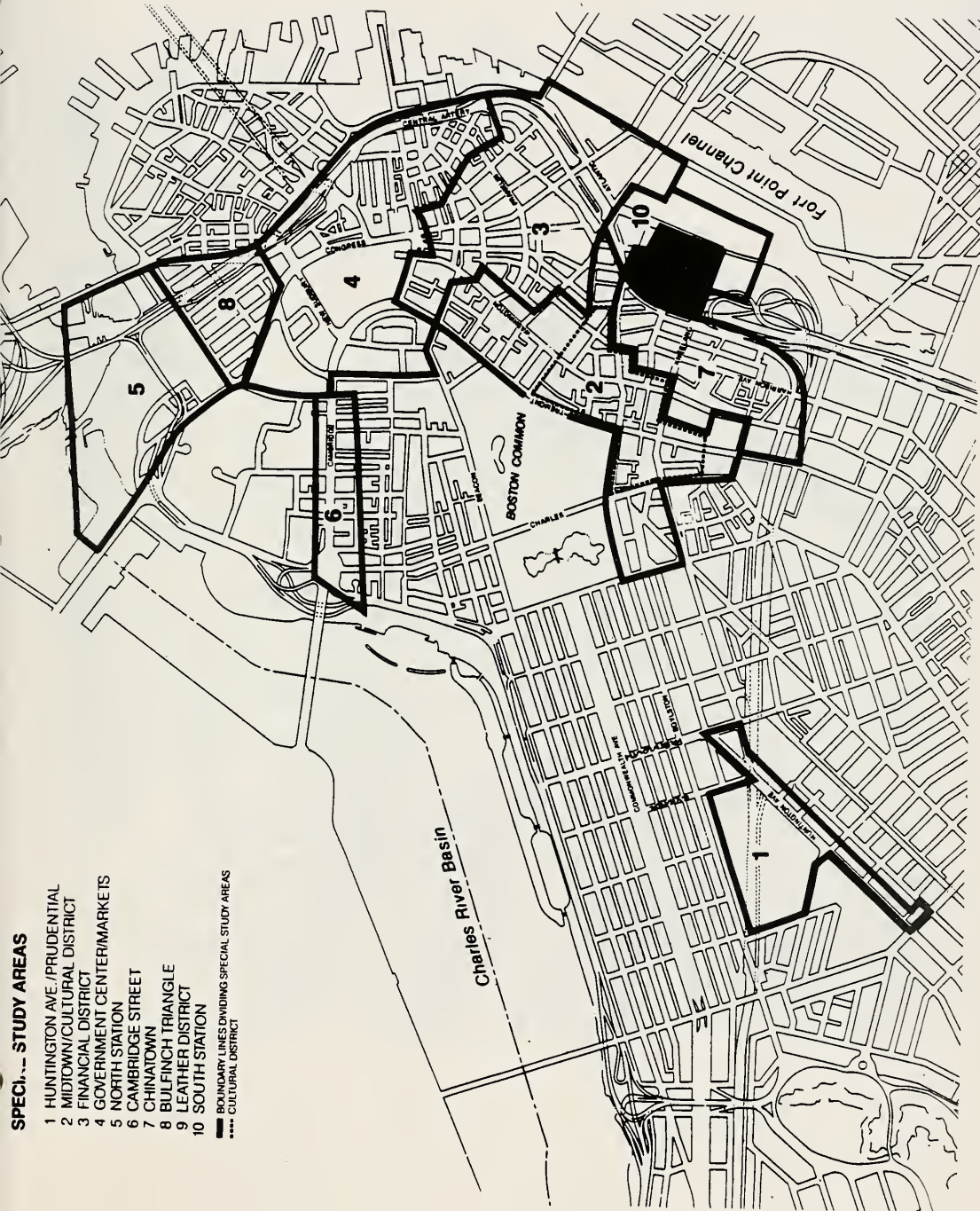




### SPECIAL STUDY AREAS

- 1 HUNTINGTON AVE./PRUDENTIAL
- 2 MIDTOWN/CULTURAL DISTRICT
- 3 FINANCIAL DISTRICT
- 4 GOVERNMENT CENTER/MARKETS
- 5 NORTH STATION
- 6 CAMBRIDGE STREET
- 7 CHINATOWN
- 8 BULFINCH TRIANGLE
- 9 LEATHER DISTRICT
- 10 SOUTH STATION

- BOUNDARY LINES DIVIDING SPECIAL STUDY AREAS
- .... CULTURAL DISTRICT



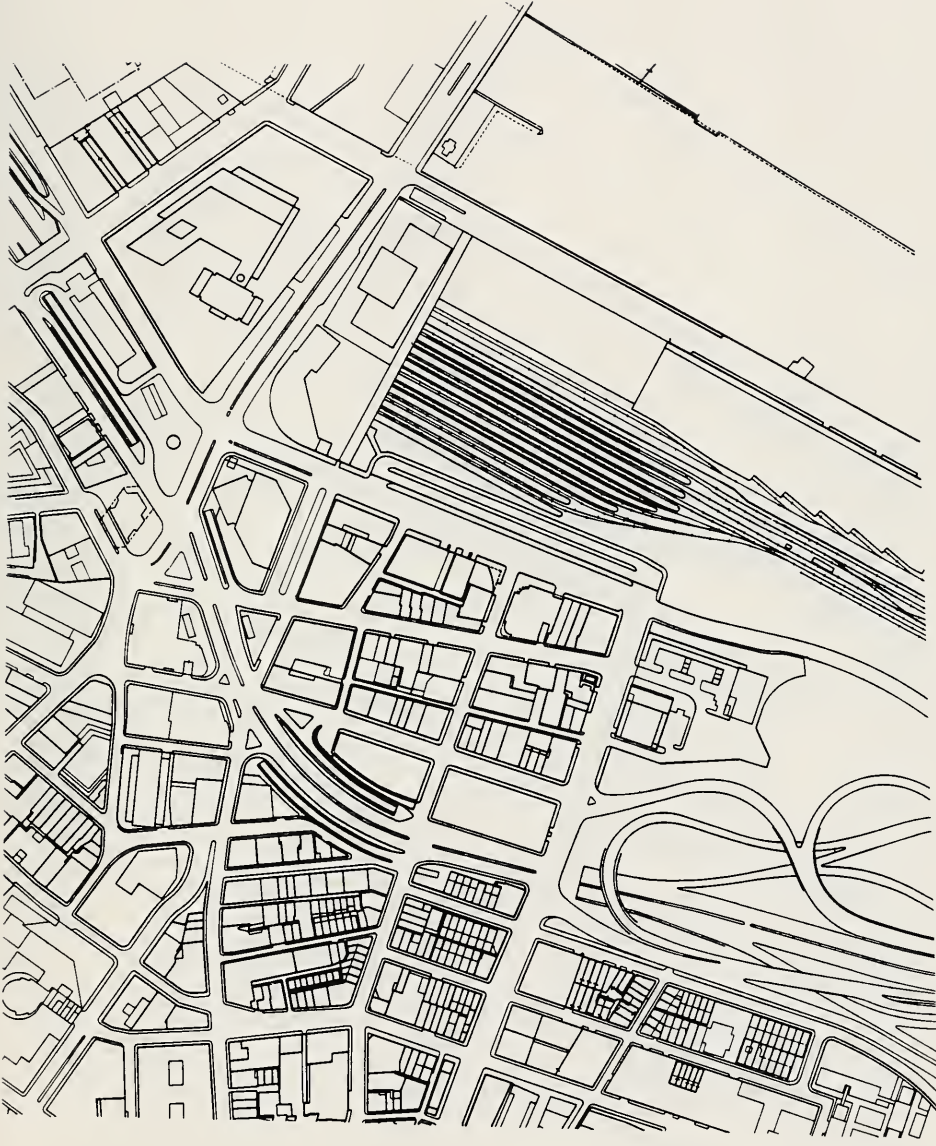




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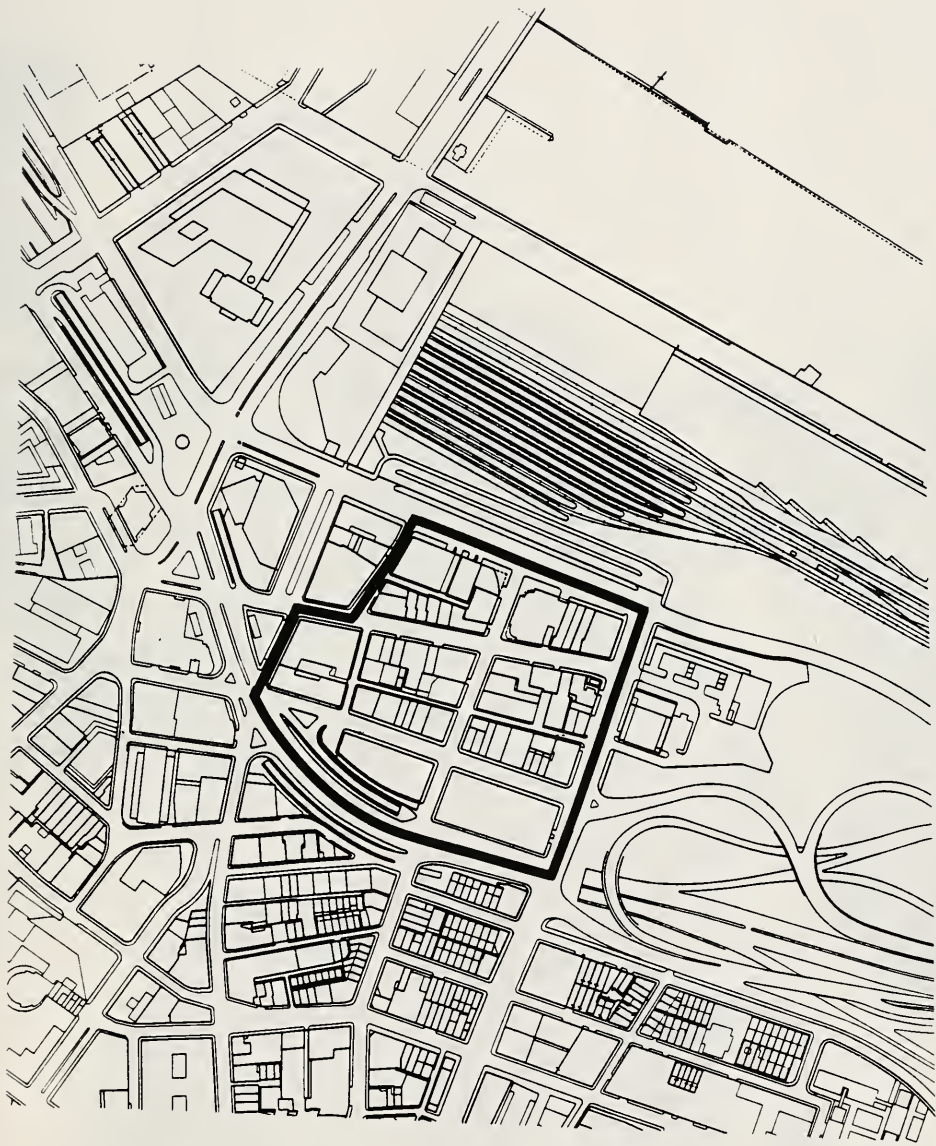






DISTRICT BASE MAP





STUDY AREA BOUNDARIES











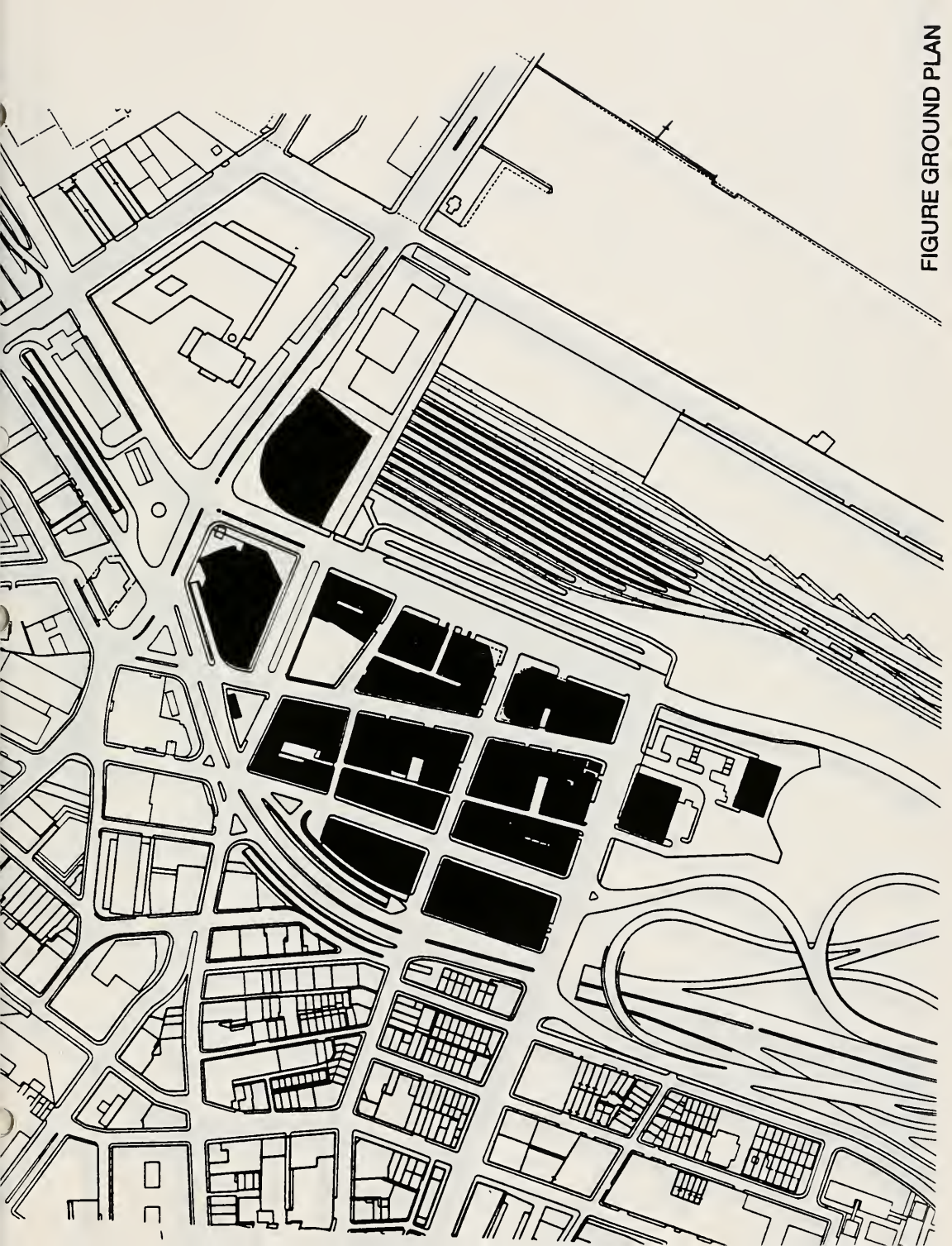
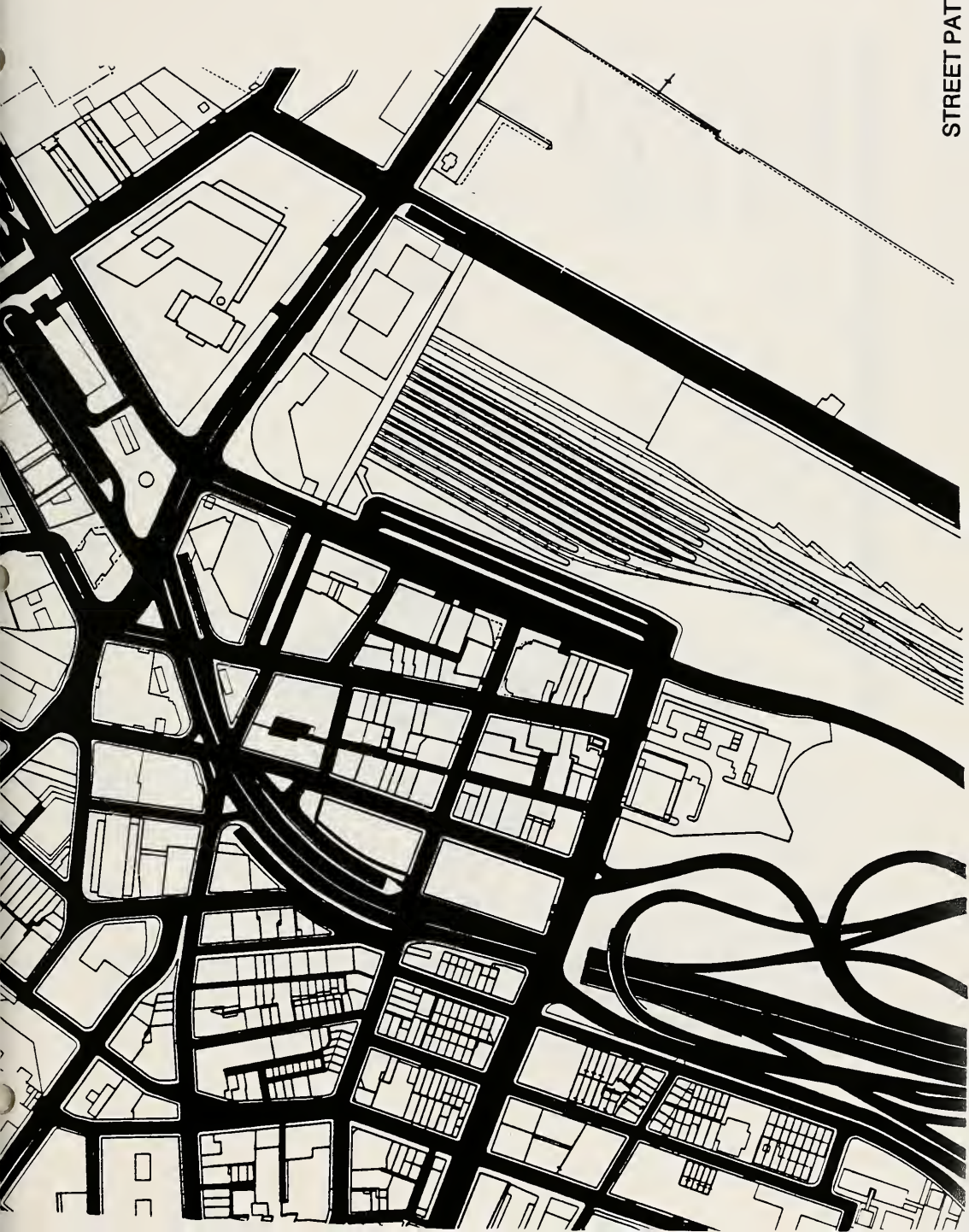


FIGURE GROUND PLAN











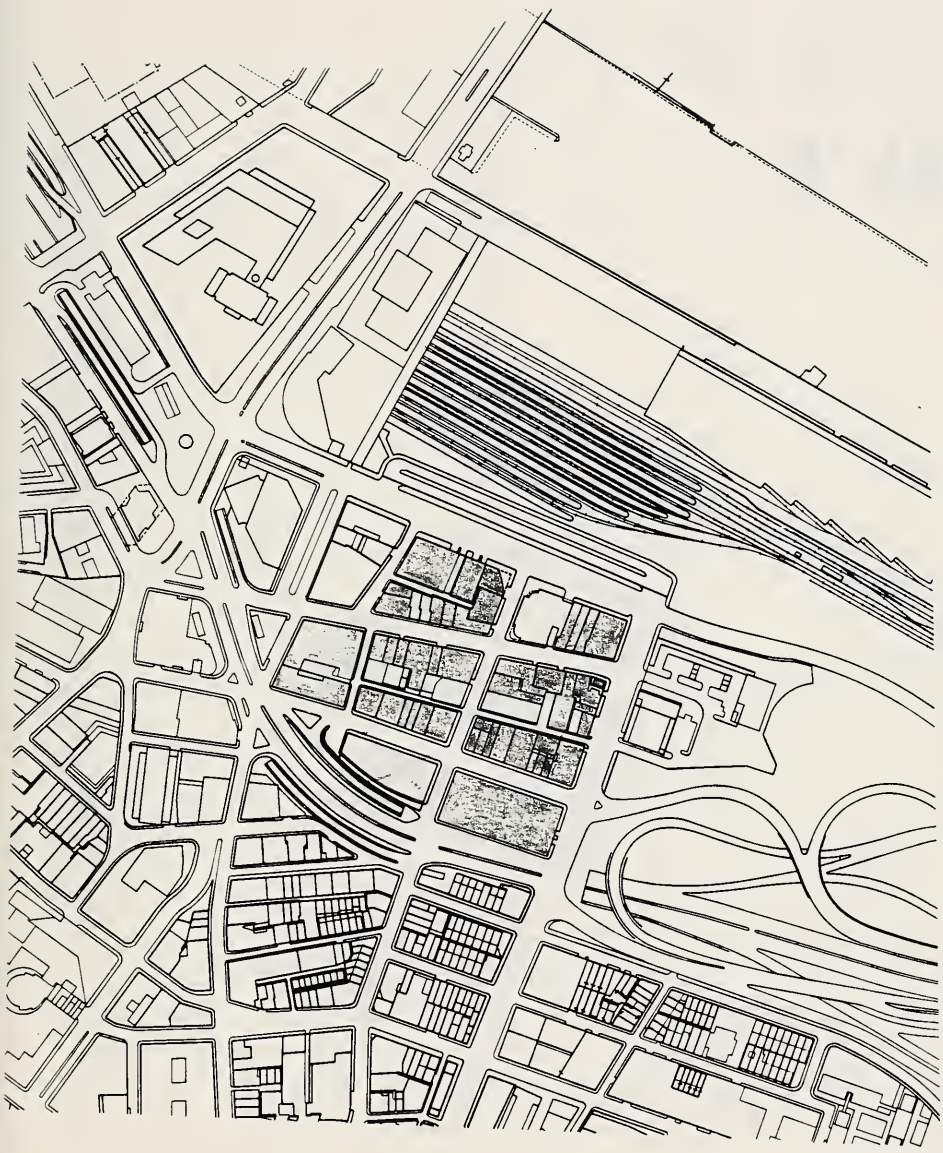
BOSTON LANDMARKS COMMISSION BUILDING RATINGS (BLC)

















LAND USE  
GROUND FLOOR

- RETAIL
- RESIDENTIAL
- OFFICE
- LT. INDUSTRIAL
- PARKING
- OPEN SPACE
- ART GALLERY







- RETAIL/COMMERCIAL
- RESIDENTIAL
- OFFICE
- LIGHT INDUSTRIAL
- PARKING
- OPEN SPACE
- ART GALLERY
- HOTEL
- PUBLIC BUILDINGS
- INSTITUTIONAL

LAND USE GROUND FLOOR







RETAIL/COMMERCIAL



RESIDENTIAL



OFFICE



LIGHT INDUSTRIAL



PARKING



OPEN SPACE



ART GALLERY



HOTEL



PUBLIC BUILDINGS

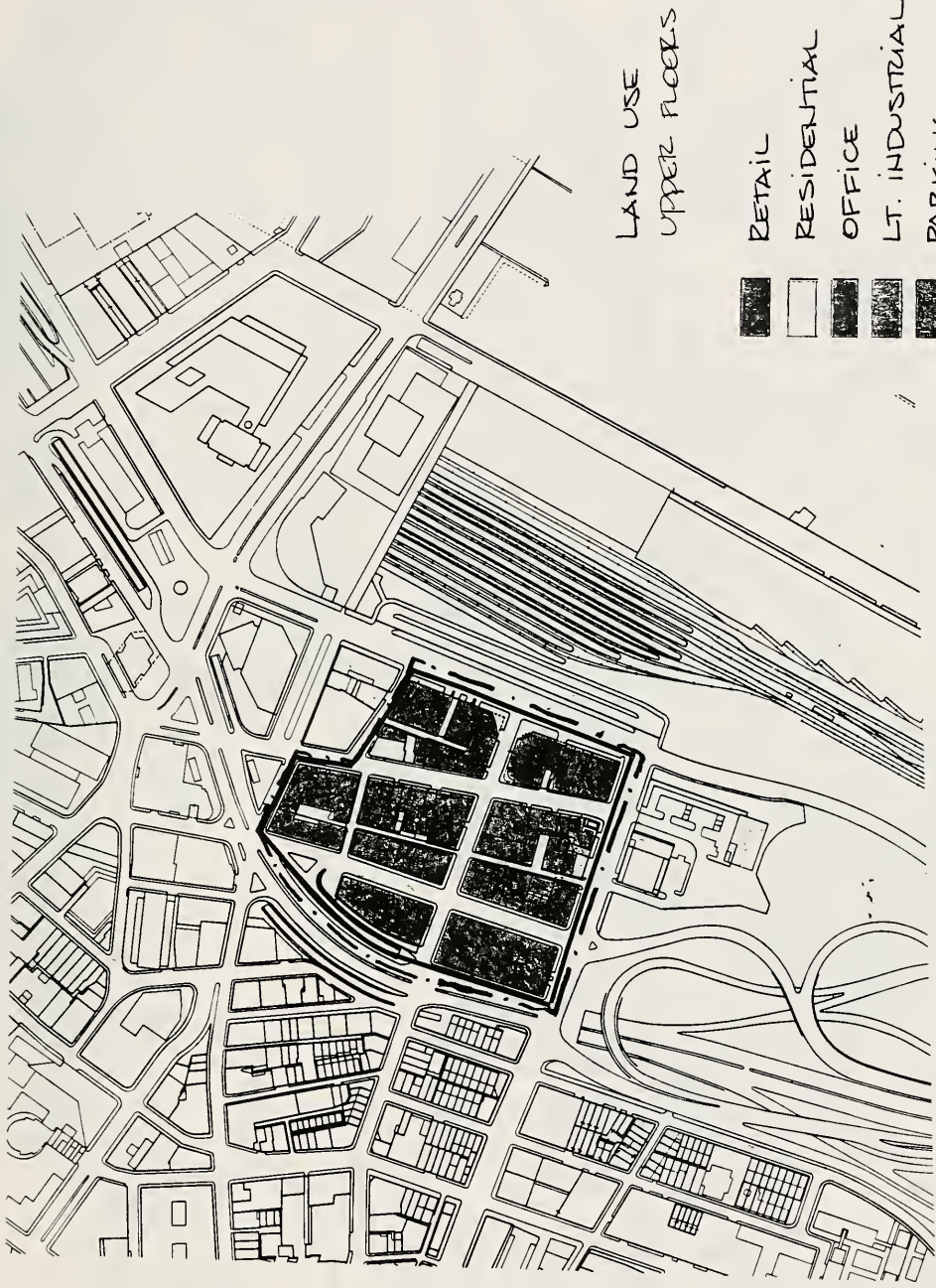


INSTITUTIONAL



LAND USE UPPER FLOORS





LAND USE  
UPPER FLOORS

- DETAIL
- RESIDENTIAL
- OFFICE
- LT. INDUSTRIAL
- PARKING
- OPEN SPACE
- ART GALLERY



















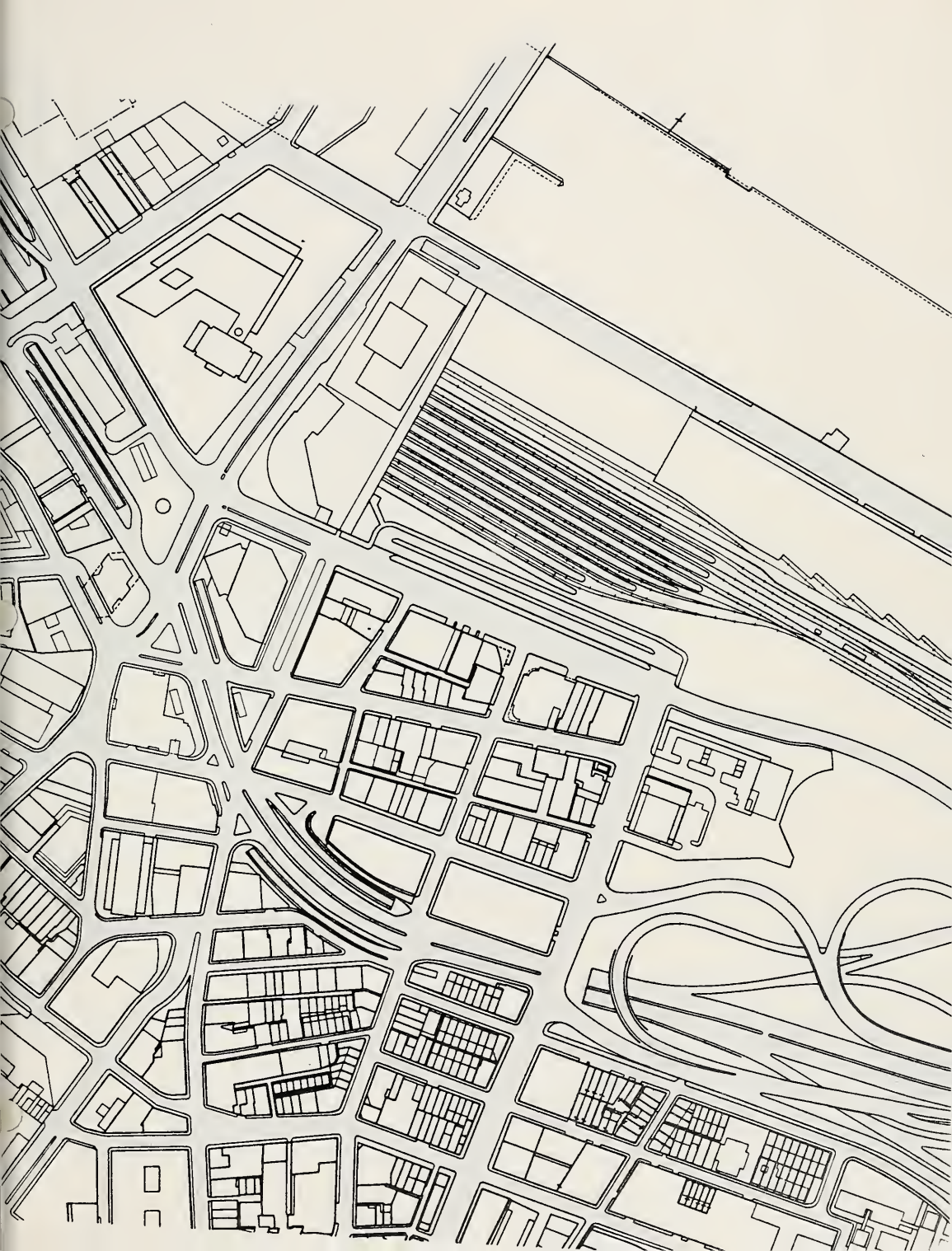
## HISTORIC MAPS



















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